



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

March 2011

Picture of the Month



UAL Captain, Jean Forni digs her way to the EAA 932 chapter hangar a few days after "snowmageddon 2011?" Okay, the tractor tires give it away — it was really Erick Donker who dug us out. Thanks Erick! Photograph totally staged by Eric Rehm.

Editor's Note

I hope you are sitting very comfortably because it's going to take you quite a while to get through the newsletter this month!

A lot happened in February, as you will find out in the following pages and I'd like to sincerely thank everyone who generously contributes their valuable time to writing and photographing for this newsletter each month. You all help to make this publication one of the most interesting and exciting EAA chapter newsletters around.

By the way, you may want to have some aspirin handy too because I promise you Brian's puzzle will make your head hurt.

Beth Rehm, PMP
Editor

Chapter Partners with High School

By Beth Rehm, Editor

Since 1992 the EAA Young Eagles program has introduced more than 1.6 million youngsters to aviation through a free flight in a general aviation airplane. Chapter 932 has been involved in the program since its inception and to date we have proudly flown almost 1500 Young Eagles at Galt Airport.

But what happens after the flight? With the support of Sporty's Pilot Shop, the EAA created an opportunity for Young Eagles to study for the

written private pilot test online and more recently offered Young Eagles a free EAA student membership until their eighteenth birthday and even a voucher for their first flight lesson. These are undoubtedly fantastic benefits but I thought we could do more.

During our Young Eagles rallies, we have met several youngsters who are passionate about flying and even some teens who are seriously considering a career in aviation. Most of these children don't have any family association with aviation or the financial means to take their interest fur-

ther.

I wanted to find a way to connect with the youngsters who were inspired by their Young Eagles flight and develop an ongoing relationship between them, their parents, the chapter and Galt Airport. So I started thinking about what we could do with the kids to help them develop their interest and keep them coming back to the airport on a regular basis.

With the help of my fellow chapter members and friends at Galt Airport we came up with quite a few

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ideas that would be suitable and fun activities for youngsters. Some of the initial ideas we came up with were building model rockets, sending a camera to the edge of space attached to a weather balloon, building/flying model airplanes, and other things of that nature.

The youngsters I approached with the idea were very keen to participate but we were struggling with finding a way to get the kids to the airport on a regular basis and support their activities with a very limited volunteer staff.

John Andrew Wallis (nicknamed "Jet" by his friends) was one of the kids I talked to about the idea because I knew he was crazy about planes. John Andrew is a 15-year old sophomore who is desperate to get his pilot's license and plans to join the Air Force after High School. He was the one who came up with the brilliant idea of starting the club at his school and utilizing the after-school club structure they already have in place. This solution solved a lot of issues for the chapter and I think it is a much better approach than how I had initially perceived the idea.

One of the most exciting advantages to this concept is that it brings aviation out into the community and that is one of the things that myself and many other chapter members think we should be doing. Instead of the challenge of persuading people to come to the airport, we are bringing aviation to them right where they go to school. I really love this idea! I think we already have more interest in the one high school than we would have received from a widespread, unrelated group of Young Eagles.

Another great thing about a school aviation club is that every year they get a new batch of students that are prospective new club members!



Some members and volunteers of the EAA Aviation Club pose for a group photo in the gym at Woodstock North High School. Left to right; Dan Wallis (EAA Aviation Club Coordinator), Justin Thuma, Brian Spiro (Director of Maintenance, Galt Airport), Thomas Schwartz, Myles Stevens, Cheyanne Knoll, Ross Kohler, Leanna Stambaugh, Tyler Basaran, Sarah Singer, John Andrew Wallis, Brian McAdow (Principal).

It was evident from our very first meeting with Principal Brian McAdow earlier this year that he is as excited about this partnership and opportunity for his students as we are. Principal McAdow even volunteered to be the club's faculty advisor. Over the past few months John Andrew and Principal McAdow have been drumming up interest at the school and getting students to sign up for the club, and so far we have a list of about twenty five members.

In another very lucky break for the chapter, John Andrew's dad, Dan Wallis, jumped into the role of Club Coordinator and hit the ground running! We really needed someone with high energy and great leadership skills to direct this initiative and we certainly got that in Dan. Since joining the chapter last year, Dan has been an active and interested member flying young eagles and contributing numerous ideas for the development of the chapter. Dan has been very busy producing publicity materials for the club, liaising with the school and initiating an ambitious fundraising cam-

paign!

The chapter is looking for funding for two different aspects of the aviation club. The first is for supplies for the practical activities, such as model airplane kits, tools and radio control equipment. Another area where we need financial support is for EAA Air Academy and flight training scholarships. We would love to send each of the club members to the EAA Air Academy at least once but at an average cost of \$800 per person that would cost \$20,000 for the first 25 youngsters!

It would be great to offer flight training scholarships to deserving young men and women who have the desire to earn their private pilot's license but lack the financial means to support their dream. We know that not all our high school club members want to become pilots, but for those that do, we would like to ensure that lack of financial resources is not a barrier to them.

Lucky for us, Dan thinks big and

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attempting to raise this much cash doesn't faze him at all. He has already sent letters to 215 businesses and individuals with a connection to aviation who might be willing to support our program.

Within a week he received the first donation of \$500 from Galt Airport tenant, Scott Breeden. We can't thank Scott enough for his generosity. I am certain that many more donations will follow.

In addition to the help we receive from our benefactors and volunteers, we certainly couldn't do this without the wonderful support we get from our good friends at Galt Airport, Justin Cleland, Airport Manager/Chief Flight Instructor and Brian Spiro, Director of Maintenance. They have been huge backers of this program since we first started talking about it early last year and they have been closely involved in the planning stages.



Woodstock North High School, 3000 Raffle Road, Woodstock, happens to be conveniently located less than 10 minutes from the airport, which makes it ideal for this program.

We have also received much encouragement from EAA President and CEO, Rod Hightower. Rod is excited about this groundbreaking initiative and he was kind enough to suggest that “this could be a model of the future that can help us create the next generation of aviators.” That is more than we could hope for, but with Dan at the controls, anything is possible.

This is a completely new venture for this chapter, and may even be the first partnership of its kind for any EAA chapter, and we are working it out as we go along. If the program at Woodstock North is a success, we would certainly be interested in expanding the program to additional high schools as long as we have the volunteers and the budget to sustain multiple locations close to Galt Airport. We will also be happy to share our experience with other chapters and help them to develop similar programs with their local high schools.

Club Schedule

The students will meet at the school every other Wednesday at 3:30 starting March 2nd. We need volunteers to assist with the school activities so if you are retired, or have a job where you are available during the week we would love you to get involved in the activities at the school. During the summer we will arrange events at the airport on weekends and we will need additional volunteers to assist with these activities.

On Saturday, March 12 at 10:00 a.m. there will be a planning meeting at the Galt FBO to decide on the activities for 2011. Everyone is welcome to contribute their ideas.

We plan on having the students out to the airport for Young Eagles flights on March 19th so if you are interested in assisting with their flights, please let Dan know. If you'd like to help, you can reach Dan at aviation-club@eaa932.org.



We have developed a new page on our web site for the Woodstock North High School EAA Aviation Club.



Airport Support Network News

By Scott Migaldi, Aircraft Owners and Pilots Association, ASN Volunteer (10C)

Keeping an eye on not only the local political issues that may affect our flying but also the national issues is one of the responsibilities for each of us.

As your ASN volunteer, to assist my fellow pilots with knowing what is happening, it is also my pleasure to be able to report on good and sometimes bad things that may be happening. This month I want to focus on a little sausage making issue that could affect us in the near future.

In Washington D.C. it is not only getting very near the time of the cherry blossoms it is also federal budget time. The largest branch of government is the Executive Branch. They have the responsibility

to supervise and implement the laws that the Legislative Branch creates. During budget time the Executive branch submits a draft budget to Congress on what they feel they need in funding to meet those legislative goals.

Congress will review that draft and compare it to one they have also drafted. In an ideal world they will work together, harmoniously, to achieve a budget that meets the needs of the citizens. But we know this is not an ideal world, there will be political posturing, special interests, lobbying, pork, etc.

Make no mistake, as aviators we have our special interest to protect as well. In this budget cycle there is an interesting development in the FAA Funding Bill (H.R. 648) that could affect us in the near future.

The House Committee on Aviation is looking to push for air traffic modernization services. The proposal in the bill would require, by 2020, equipping of Automatic Dependent Sur-

craft. If your aircraft has no electrical system this could be a law that would stop you from flying in this area.

Before you do get worried about faceless Congressman attacking your right to fly, there are a lot of sausage making steps to go through. The legislation must go next to the Senate. The Senate bill is SB-223. Even then there may be some back and forth. Lobbying groups such as AOPA,

EAA, NBAA, the airlines, etc. will also become involved and so should you. This is our chance to be heard. If you feel compelled to offer an opinion contact your US Senator and your Representative to the House. Let them know your feelings on this. Let your alphabet group know as well. They too will want support to go represent their members.

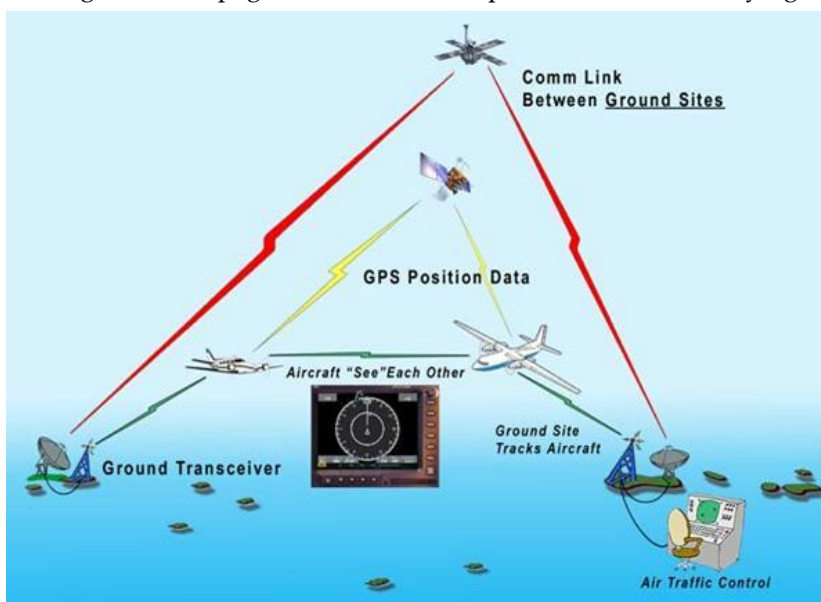


Image courtesy of ADS-B Technologies, LLC.

veillance-Broadcast (ADS-B) by aircraft operating in high capacity airspace. That would be airspace similar to what we fly in here in the Chicago area.

ADS-B is a pretty neat technology and has been operating in several areas of the US. It is a technology that utilizes satellite, aircraft transmission, and other signals so that aircraft can have a display of other aircraft around them on a cockpit display.

This could mean that if you wanted to fly in 2020 with your current airplane you would have to invest in an ADS-B system for your air-

craft. Below are some links to additional resources on the FAA Reauthorization bills:

http://republicans.transportation.house.gov/Media/file/112th/Aviation/HR_658_FAA_Reauthorization.pdf

<http://transportation.house.gov/News/PRArticle.aspx?NewsID=1085>

<http://hdl.loc.gov/loc.uscongress/legislation.112s223>

Scott Migaldi has been a tenant at Galt for almost five years. He is a commercially rated IFR pilot and owns and flies a 1980 Piper Warrior (N8116B). He can be contacted at N8116B@gmail.com.



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

FBO Offers Online Scheduling

We are very excited to announce that our flight school is now up and running with online scheduling!

Whether you are a flight student or aircraft renter, you are now able to log in, check the flight schedule, and reserve an airplane, all via your computer or smart phone. We hope this makes scheduling an airplane for rental or instruction much more convenient for everyone.

Besides being more convenient, online scheduling also gives all of us the opportunity to keep track of currency items, such as: flight review, medical, and 90 day takeoff and landing currency. We all know how easy it can be to lose track of these. Our new system will not only keep an eye on it for you, but it will also remind you when it's time to regain your currency.

To set up a new account in our system, we will need you to bring a few things the next time you come to fly: your current medical, flight review sign-off, and pilot's license.

After we get your information populated into the system, we will set you up with a user ID and password, and then walk you through how to schedule your next flight. So far we've found it to be extremely easy to use and, since it's web-based, extremely easy to access from almost anywhere. As always, if you have any questions please don't hesitate to ask.



The old wood-burning stove is gone. Photograph by Justin Cleland.

The End of an Era

We had a very sad day at the airport last week. Unfortunately, we were forced to remove the wood burning stove from the FBO.

After our last insurance audit, we were informed that they were simply no longer able to insure a building with an open flame, especially one attached to a row of hangars full of airplanes.

I kicked, I screamed, I held my breath.... but in the end the insurance company wouldn't budge. I can't tell you how disappointed I am to have to tell you this.

Honestly, it's hard to believe how attached I had grown to that thing, I think we have all logged some time in front of it!

We ARE going to get an electric stove immediately to put in the same spot. Although it won't be exactly the same, it will still be a great place to

warm up and relax. We hope you understand our dilemma, and we will do everything we can to keep the warm atmosphere of our FBO as good as ever.

Rob Saves Airport

It goes without saying that the blizzard that hit us at the beginning of February was ridiculous.

Under normal circumstances, our truck and small tractor are more than enough to get our airport free of snow and running again within a day. But this time, after three straight days of plowing, it was becoming clear that our equipment simply wasn't big enough to get the job done.

Just as we were ready to give up, Rob Plane, one of Galt's hangar tenants (and my new hero) showed up in the biggest John Deere tractor I have ever seen. To say it was a sight for

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Brian's Brainteaser

A monthly puzzle from Brian Spiro,
Director of Aircraft Maintenance,
Galt Airport.

This month Brian wants you to practice your weight and balance expertise. If you can figure out how many yellow circles are needed to balance airplane #3, you will be in with a chance to win a free Galt Airport baseball cap. As usual, the winner will be randomly selected from the correct answers that Brian receives.

Brian is feeling particularly generous this month and is offering an additional baseball cap to the FIRST person who can identify the airplane in the puzzle.

Please send your best guesses to Brian Spiro via email at maintenance@onezerocharlie.com before 3/25/2011.

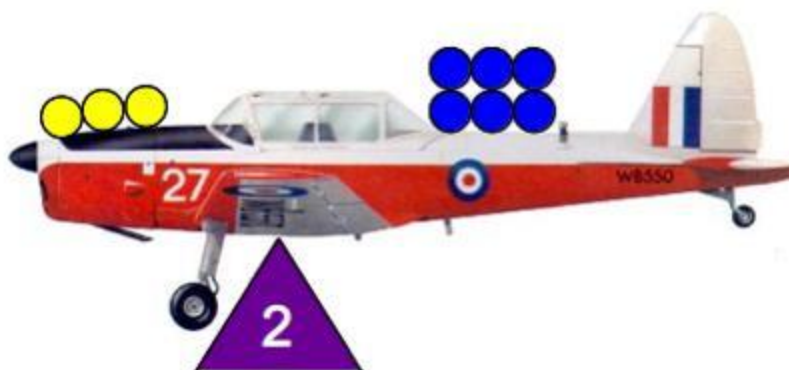
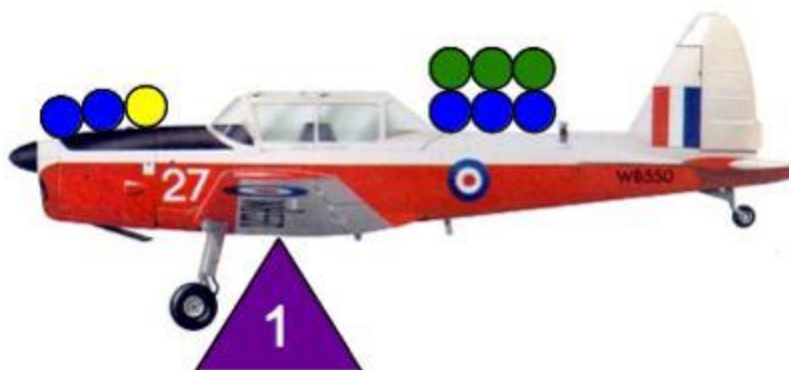
Answer to last month's puzzle: In February Brian asked if you could identify the type of aircraft that EAA Chapter 932 Secretary, Mike Evans, was sitting in. The airplane in the photograph is a Boeing 747-2 cargo plane that was at one time part of the Korean Air fleet.

The winner (randomly selected from all of the correct answers Brian received) is **Tom Solar**, and he wins a Galt Airport winter hat (still plenty of cold weather left to make use of that).

We would like to give an "honorable mention" to **Jeff Hill Sr.** for sending in the longest and most detailed answer, complete with pictures. Jeff thought it might be former TWA B 747-131, in which he logged over 5,000 hours in the left seat.

We truly appreciate Jeff sharing his memories from his career with

How many yellow circles are needed to balance airplane #3?



TWA. Here is an extract from what Jeff sent us.

"TWA inaugurated Boeing 747-131 service on February 25, 1970 between Los Angeles and New York (JFK). This was followed by the first TWA 747 international service on March 18, 1970 from JFK to LHR.

N93102 (msn 19668) was the first 747 to be accepted by TWA on December 31, 1969.

The 747 cockpit, at least on the three crewmember airplanes (one, two and three hundred series) with a flight engineer's station, was not par-

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ticularly roomy as one might expect, as the fuselage narrows so much at the top. It was much like the 707's, only longer. The windows were fairly large, but nothing like the "fish bowl" picture windows that were to be found in the L-1011! There were two observer's, or "jump" seats, in tandem behind the captain's chair and behind the jump seats, a crew rest bunk with curtain. The hostesses (later "flight attendants") had seats that were blocked and curtained in the passenger cabin for their crew rest.

Don't tell anyone, but like so many big airplanes, taxiing it on the ground was almost as much fun as flying it. Since the pilot's seats were about 30' above and 30' ahead of the nose gear, you would often be out over the grass in a turn in order to keep all the wheels on the pavement. You could not see any part of the airplane from the cockpit, not even the wing tips. If in a tight spot, the F/E could climb up and look out the es-

cape hatch and if there was any doubt – shut 'er down and let a tug with wing walkers move it. (And, maybe get yelled at....).

None of the cockpit windows opened but, as just mentioned, there was a

small escape hatch just aft of the F/E's station in the top of the fuselage along with five inertia reels. You were supposed to grab one on the way out and it was supposed to slow your descent down the side of the plane. Watch out for the pitot probes – ouch, ouch, ouch (there were three). I talked with only one person who had actually practiced this; it was one of the ground instructors in the training



A B-747-131 painted in the original TWA fleet paint scheme from 1962. Picture courtesy of Diecastaircraftforum.com.

command. He said he would do it again – but only if the airplane was on fire."

Jeff Hill, Sr. is a retired TWA Captain, long time EAA member and a former editor of Galt Traffic. He currently enjoys flying his Aeronca L-3 (N48118, Army Air Corps Serial Number 236317). Jeff is also the Editor of TARPA Topics, the newsletter for active and retired TWA crew members.

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sore eyes is the understatement of the century.

Within minutes, Rob was moving piles of snow that had taken us hours with our equipment. The taxiway opened up, the runway cleared off, and it started to look like we could actually fly again before summer!

Later that day, I learned Rob had actually worked his "real" job all the way through the previous night and, on no sleep, decided volunteering to work another 8 hours at Galt was more important than going home to bed. Unbelievable. Without question, the airport would have remained closed for the next week without his help.

Rob, we can't possibly thank you enough.



It's amazing what you can do with 300hp. Rob Plane tackles "snowmageddon" at Galt Airport in February. Photograph by Capt. Eric Rehm.

All Aboard Air Force One

By Capt. Arnie Quast

Over the past three years I have had the honor of serving my alma mater as a group leader of the Embry-Riddle Aeronautical University Chicago Alumni Chapter. Our chapter is comprised of aviation professionals from many facets of the aviation industry.

We meet quarterly to promote networking and camaraderie among our alumni in the Chicago area. On January 20, 2011 we held our first gathering at the Mid America Club in Chicago. Our event was sponsored by ERAU alumni Lou Seno whom is the CEO of Jet Support Services, Inc.

This gathering was one of the most interesting events we have ever held. Our guest speaker was USAF Colonel Mark Tillman. Mark was the commander of Air Force One under the most recent Bush Administration. He is an alumni of Embry-Riddle, and had a very impressive career in the United States Air Force.

Colonel Tillman gave us a captivating presentation on what it was like to be the commander of Air Force One. He shared some very interesting stories on a few of his most challenging missions. The most interesting story he shared was about taking Air Force One airborne on the morning of September 11, 2001.

As we learned during the presentation, each Air Force One mission requires a huge amount of coordination and leadership from its entire crew. Every detail of each mission is precisely planned to ensure that it runs smooth and that the security of the President is not remotely compromised.

On the morning of September



Pictured above from left to right: Arnie Quast, Colonel Mark Tillman, Dawn Quast, Larry Schubert, Phil Prossnitz, Parth Srinvasa, Chuck Barnett, Leslie Schubert, and Mike Krumsee.

11th, the crew of Air Force One was put through its ultimate test as it took the President airborne from his location in Florida. A lot of dynamics played out as that morning unfolded, and the story told by Colonel Tillman kept us on the edge of our seats.

After his presentation, Tillman opened the floor for questions, then interacted with everyone in our audience of about 50 people. For having such a high profile job, he was extremely approachable, down to earth, and friendly to talk with. I was able to invite a few outside guests, and among our group that evening was some of our folks from EAA 932. We all had a great time meeting and chatting with Colonel Tillman.

No matter where in the world the President travels, if he flies in an Air Force jet, the plane is called Air Force One. Technically, Air Force One is the

call sign of any Air Force aircraft carrying the President. In practice, however, Air Force One is used to refer to one of two highly customized Boeing 747-200B series aircraft, which carry the tail codes 28000 and 29000. The Air Force designation for the aircraft is VC-25A.

Capable of refueling midair, Air Force One has unlimited range and can carry the President wherever he needs to travel. The onboard electronics are hardened to protect against an electromagnetic pulse, and Air Force One is equipped with advanced secure communications equipment, allowing the aircraft to function as a mobile command center in the event of an attack on the United States.

Inside, the President and his travel companions enjoy 4,000 square feet of floor space on three levels, in-

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Minutes of the EAA General Meeting-February

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: February 12, 2010

In Attendance: Mike Evans, Greg Domski, Dean Marcott, Larry Schubert, Brian Spiro, Justin Cleland, Raphael Gonzales, Dave Spitzbart, Dan Wallis, Ron Twinn, Pam Hack, John Roach, Walt Weidig, Dick Hahn, Don Sword, Bob Bielewa.

Calendar

- The March 12 chapter activity will be a visit to the B17 project in Marengo.
- There will be an Oshkosh work weekend in May but the specific dates have not yet been determined.
- The vintage picnic has been moved to the 2nd Sunday in June (6/12/11).

Finances

- Dean has collected approximately 20% of the dues. He will send out a letter to those that have not yet paid.
- We now have a PayPal account through which we can accept donations and membership dues on our web site.
- The tent needs repairs but may be a good source of income. There was some discussion about charging vs. "donations" -- We can probably charge for services instead of suggesting a donation.
- Beth is working on sponsorship for the newsletter and will investigate how other chapters manage this.
- Justin said the owner of Dusty's in WL might be interested in advertising in the newsletter (Beth will contact Jill)

Sim Project

- Brian has offered his time and expertise to give the Sim a professional (spray) paint job. We need to choose paint colors from off-the-shelf spray paint to make touch ups easy. He will work with Monarch in Burlington to mix up the PPG paint.
- As of last weekend, we were still trying to remove the primer.

EAA Aviation Club

- Don will donate a PT-13 model and Dean knows of some companies that might donate items for R/C work.

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cluding an extensive suite for the President that features a large office, lavatory, and conference room. Air Force One includes a medical suite that can function as an operating room, and a doctor is permanently on board. The plane's two food preparation galleys can feed 100 people at a time.

Air Force One also has quarters for those who accompany the President, including senior advisors, Secret Service officers, traveling press, and other guests. Several cargo planes typically fly ahead of Air Force One to provide the President with services needed in remote locations.

Air Force One is maintained and operated by the Presidential Airlift Group, part of the White House Military Office. The Airlift Group was founded in 1944 as the Presidential

Pilot Office at the direction of President Franklin D. Roosevelt. For the next 20 years, various propeller driven aircraft served the President. In 1962, President John F. Kennedy became the first President to fly in his own jet aircraft, a modified Boeing 707. Over the years, several other jet aircraft have been used, with the first of the current aircraft being delivered in 1990 during the administration of President George H.W. Bush.



Air Force One is one of the most recognizable symbols of the presidency, spawning countless references not just in American culture but across the world. Emblazoned with the words "United States of America," the American flag, and the Seal of the President of the United States, it is an undeniable presence wherever it flies.

Arni Quast is a Captain on the Airbus A320 for United Airlines, an EAA Chapter 932 member and frequent Young Eagles volunteer.

EAA Chapter 932 News




Donate, Join, Renew Chapter Membership Online

In order to make things more convenient for our members and benefactors, we have added functionality to take payments via PayPal to the chapter web site at <http://www.eaa932.org>.

You can now join the chapter, renew your membership or make a donation on our web site.

You do not need a PayPal account to use this feature and we can accept payments by VISA, MasterCard, American Express or Discover Card.

Donations can be processed on every page. To join the chapter or renew your annual membership, go to the Sign Up page.

EAA Offers Free Webinars

Did you know that the EAA offers free webinars on a variety of topics, from building and restoring aircraft, to regulatory issues, to historical lessons, and everything in between.

You can participate in the live sessions or watch later at your convenience.

Visit the Webinars webpage for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258

Classified Advertising

One of the benefits of being a member of EAA chapter 932 is that you may advertise your aviation-related products and services free of

charge in a classified ad in this newsletter. Ads will run for three months and may be renewed from month-to-month with an email confirmation.

Email your ad content to the editor at editor@eaa932.org.

Complimentary EAA Trial Membership

If you are not currently a member of the Experimental Aircraft Association (EAA) and have not been a member in the last three years, we are excited to be able to offer you a free 6-month trial membership, courtesy of chapter 932.

You will receive the full set of member benefits for the six-month trial period, including a subscription to Sport Aviation, EAA's awesome monthly magazine. You will also receive a membership card and qualify for member discounts on EAA merchandise and programs.

In addition, you also will be granted a complimentary chapter 932 membership for the same period. If you are interested, or know someone else who might be interested, please contact Beth Rehm at vp@eaa932.org or Mike Evans at secretary@eaa932.org for details.

EAA Chapter 932 is a local subgroup of the Experimental Aircraft Association (EAA) based at Galt Airport (10C). We are a 501 (c)(3) corporation with tax exempt status and we are a registered charity in the State of Illinois. EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

GET INVOLVED!

**ENJOY THE CAMARADERIE OF OTHER
AVIATION ENTHUSIASTS AT GALT AIRPORT**

EAA Chapter 932

**Monthly events include a variety of
social and educational programs that focus
on enjoying aviation activities together
and promoting aviation in our community.**

See calendar of events on the next page.

Galt Airport/EAA 932 Calendar of Events

March 12	EAA 932 Chapter and Civil Air Patrol visit to the B-17 Project in Marengo. Please contact Greg Dowski at (847) 973-0621 for details.
March 2	Woodstock North High School EAA Aviation Club meeting at the school, 3:30
March 19	Woodstock North High School EAA Aviation Club Young Eagle Flights at Galt Airport (10C)
April 9	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)
May 14	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)
May 21	International Learn to Fly Day (www.learntofly.org)/EAA 932 Young Eagles at Galt Airport (10C)
May ?	Oshkosh work weekend.
June 11	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)
June 10—12	Fly-out to Mackinac Island Lilac Festival (www.mackinacislandlilacfestival.org/#). Contact Beth Rehm (vp@eaa932.org) for more information and to sign up
June 12	EAA 932 Vintage Fly-in Picnic, Galt Airport. Contact John Roach at planejohn@aol.com for details
July 9	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)
August 13	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport/Tentative Veterans Fly Day
September 10	EAA 932 Young Eagles Rally 10:00 a.m. Galt Airport (10C)
October 8	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)/Nominations due
November 12	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)/Election
December 10	EAA 932 Chapter meeting 10:00 a.m. in the EAA Building, Galt Airport (10C)

Please note that Friends of Galt (FOG) 2011 events have not yet been announced. See the EAA Chapter 932 Web Site at <http://www.eaa932.org> for a complete list of events for Galt Airport, FOG and EAA Chapter 932.

Other Aviation Events

March 19	Wisconsin Light Aviation Safety Seminar, Oshkosh, WI. (www.av8safe.org)
March 29—April 3	Sun 'n Fun International Fly-in and Expo, Lakeland, Florida (www.sun-n-fun.org)
June 3-4	National Biplane Fly In, Freeman Field (3JC), Junction City, Kansas (www.nationalbiplane-flyin.com)
June 5	EAA Chapter 241 Pancake Breakfast and Midwest Biplane Fly In, De Kalb (DKB)
June 25-26	EAA Chapter 1323, Big Foot Airfield Fly-In Breakfast, Walworth, WI (7V3) (bigfootairfield.com)
July 22-24	Hatz/Pietenpol Fly-In, Brodhead, WI (C37)
July 25—31	EAA AirVenture, Oshkosh, WI (www.airventure.org)
September 5—10	40th Anniversary Stearman Fly-In, Galesburg, IL (www.stearmanflyin.com)

EAA Chapter 932 Officers and Directors

President: Greg Domski (847) 973-0621

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Young Eagles Coordinator: Vacant.

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road
Greenwood
IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday

Airport Manager: Justin Cleland

Director of Aircraft Maintenance: Brian Spiro

FBO: (815) 648-2433 fbo@onezerocharlie.com

Office: (815) 648-2433 office@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com

Web Site: <http://www.galtairport.net>

Facebook: <http://www.facebook.com/GaltAirport>.



AVGAS

Galt Tenant Price

\$4.63
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